

**MINUTES**  
**MICHIGAN STATE TRANSPORTATION COMMISSION MEETING**  
**July 29, 2004**  
**Detroit, Michigan**

Meeting noticed in accordance with Open Meetings Act, Public Act 267 of 1976.

Present: Ted Wahby, Chairman  
Betty Jean Awrey, Vice Chairwoman  
John Garside, Commissioner  
Linda Miller Atkinson, Commissioner  
Vincent J. Brennan, Commissioner

Also Present: Gloria J. Jeff, Director  
Kirk Steudle, Chief Deputy Director  
Frank E. Kelley, Commission Advisor  
Marneta Griffin, Executive Assistant  
Jerry Jones, Commission Auditor  
Patrick Isom, Assistant Attorney General  
Leon Hank, Chief Administrative Officer  
John Friend, Bureau Director, Highway Delivery  
John Polasek, Bureau Director, Highway Development  
Myron Frierson, Bureau Director, Finance and Administration  
Ron DeCook, Director, Office of Governmental Affairs  
Larry Tibbits, Chief Operations Officer  
Polly Kent, Intermodal Policy  
Ben Kohrman, Director, Office of Communications  
Rob Abent, Bureau Director, Multi-Modal Transportation  
Michael Kapp, Economic Development  
Carmine Palombo, Chairman, Transportation Asset Management Council  
Gregory Johnson, Metro Region Engineer

Excused: Robert Bender, Commissioner

A list of those people who attended the meeting is attached to the official minutes.

Chairman Wahby called the meeting to order at 9:05 a.m. in the Detroit Regional Chamber of Commerce Building Conference Room in Detroit, Michigan.

Chairman Wahby reminded the audience that public comment cards were available at the exhibit table for anyone wishing to address the Commission during the Public Comment portion of the meeting.

**I. COMMISSION BUSINESS**

Commission Minutes

Chairman entertained a motion for approval of the minutes of the State Transportation Commission meeting of June 24, 2004.

Moved by Commissioner Awrey, with support from Commissioner Atkinson, to approve the minutes of the Commission meeting of June 24, 2004. MOTION CARRIED.

Chairman entertained a motion for approval of the minutes of the State Transportation Commission Workshop of June 24, 2004.

Moved by Commissioner Garside, with support from Commissioner Awrey, to approve the minutes of the Commission Workshop of June 24, 2004. MOTION CARRIED.

## II. **DIRECTOR'S REPORT – DIRECTOR GLORIA J. JEFF**

Director Jeff thanked Ms. Claudia Berry, Senior Director, Transportation Policy Public Affairs with the Detroit Regional Chamber of Commerce, for hosting the State Transportation Commission meeting.

Ms. Berry thanked Director Jeff and the Commission for coming and invited them to return again for future meetings.

Director Jeff stated that her presentation will focus on two topics, (1) Reauthorization, (2) Mackinac Bridge.

### **Reauthorization update:**

TEA-21 Reauthorization Conference Committee has been appointed for the fourth short-term extension which expires September 30, 2004. In Washington the Senate has put forth a proposal that guarantees a distribution of \$289 billion nationally for highways and transit. It would provide for a 94% minimum guarantee by the end of the bill, and keep all of the current programs that are distributed by formula as part of the bill's scope. The House has countered with a proposal of \$284 billion guaranteed nationally for highways and transit. There is no word on the minimum guarantee or scope, and is said to be the highest funding level the Bush Administration will accept.

What this means for Michigan is that the Senate proposal could bring an additional \$230 to \$270 million for highways per year. The House proposal has too many unknown variables to predict future funding. Congress is currently on recess until after Labor Day, but the Conference Committee staff will continue to meet during the next six weeks. There is some talk of a 1 year "mini bill" prior to election. This would not be good for Michigan in that it does not allow us to do any long-range planning. There is the opportunity for Michigan to be spending \$1 million per day on highways, roads, streets, and public transportation that we are not spending because Congress has not acted. There are lives that could be saved that are not going to be saved because we don't have the money to invest in the safety because Congress can't make a decision.

Director Jeff urged those that are not part of Team MDOT, but are a part of the transportation community and citizens of the state of Michigan, to not let Congress and the President off the hook on this issue. We must keep the pressure from outside the beltway! Call or write your Congressman as well as every member of the Conference Committee. The Michigan delegation on the House side is: John Conyers-14<sup>th</sup>, John Dingell-15<sup>th</sup>, Vernon Ehlers-3<sup>rd</sup>, and Peter Hoekstra-2<sup>nd</sup>. There are no Michigan

delegates on the Senate side of the Conference Committee however Senator Carl Levin and Senator Debbie Stabenow have been directly involved. We don't want a "mini bill" or another extension that doesn't address current inequity. We need a fully-funded six-year bill with donor state equity. Michigan's economy needs the boost that transportation spending and transportation jobs can provide.

**Mackinac Bridge Update:**

Director Jeff stated that the Mackinac Bridge is one of the icons of Michigan, representing one of the seven engineering wonders of the world. It also provides a vital link for Michigan's economy. One of the responsibilities under the Michigan Constitution is for MDOT to have direct oversight over the bridge in partnership with the Mackinac Bridge Authority (MBA).

The bridge opened in 1957. It is five miles long and 8,614 feet from one suspension anchorage to the other. Five million vehicles cross the bridge annually. Mackinac Bridge has 103 MDOT employees. Director Jeff extended an invitation to everyone to participate in this year's Labor Day Bridge Walk.

The MBA has three basic responsibilities: setting bridge tolls, approving uses of the bridge, establishing rules and regulations for bridge tolls and use. MDOT is responsible for all other administrative and oversight functions.

Director Jeff introduced Bob Sweeney, Mackinac Bridge Authority Administrator, to talk about other aspects of the bridge.

Homeland security is a big issue with the Mackinac Bridge. It is the third longest suspension bridge in the world which makes it a potential target. MBA have recently gone through a Risk and Vulnerability Study by a private engineering firm. It was found that the procedures already in place were pretty good and only needed minor tweaking. In part, those procedures include security cameras above and below the bridge, partnership with local law enforcement agencies (U.S. Coast Guard, Michigan State Police, county emergency management coordinators on both sides of the bridge). One of the major challenges at the bridge will be the deck replacement project, which will cost at total of \$190 million and begin in 2017. The deck is composed of three sections: pavement, grading on the suspension span, and the cross-beams that provide support from below. The total revenue for 2002 was about \$10.5 million. Currently the total revenue is estimated at about \$16.5 million. Fifty-five percent of that is contributed to passenger vehicles, 30% from commercial vehicles, 10% from commuters in the local community, and 5% from investments of the fund balance and leases on the bridge. There is currently a fund balance of about \$24 million. With proper investment and management through the Department of Treasury, we should be able to off-set most of the \$190 million deck replacement cost.

The 48<sup>th</sup> Annual Mackinac Bridge Walk is another challenge the MBA faces this year. They are working with the staff from Governor Granholm's office to ensure that this year's event will be as successful as previous events. This year they estimate over 50,000 participants. Other events include the Corvette Crossing and the Spring Bridge Run.

Mr. Sweeney asked if there were any questions; none were forthcoming.

Director Jeff asked if there were any questions regarding the Reauthorization status; none were forthcoming.

A copy of the Director's PowerPoint presentation is attached.

### III. **OVERSIGHT**

#### Commission/State Administrative Board Contracts/Agreements (Exhibit A) – Myron Frierson

Mr. Frierson asked if any member of the Commission had questions on the contracts before them for their approval; none were forthcoming.

Mr. Frierson asked for approval of Exhibit A.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brennan, supported by Commissioner Awrey to approve Exhibit A. Motion carried on a unanimous voice vote.

#### Bid Letting Pre-Approvals (Exhibit A-1) – Myron Frierson

Mr. Frierson asked if any member of the Commission had questions on the July bid letting summaries contained in their packets.

Chairman Wahby asked Mr. Frierson to explain for benefit of the audience what "prequalification" means.

Mr. Frierson stated that prequalification is a process used to evaluate the financial capabilities, experience and skill levels of highway contractors before they are allowed to bid on department projects. Based upon their prequalification rating they are then allowed to bid for a project.

Mr. Frierson asked for approval of the July letting in Exhibit A-1.

Chairman Wahby entertained a motion. Motion was made by Commissioner Awrey to approve the July bid letting. Motion supported by Commissioner Garside and carried on a unanimous voice vote.

#### Letting Exceptions Agenda (Exhibit A-2) – John Polasek

Mr. Polasek stated that he had two items, one of which, Item 058 on page 2, should be removed from the agenda. The department had not received the necessary information in order to discuss justification for it. The one remaining item is a local project in the Holland area consisting of a non-motorized steel beam bridge.

Mr. Polasek asked for questions; none were forthcoming.

Mr. Polasek asked the Commission for approval of Exhibit A-2.

Chairman Wahby entertained a motion. Motion was made by Commissioner Garside to approve Exhibit A-2. Motion supported by Commissioner Awrey and carried on a unanimous voice vote.

Information Items (Exhibit A-3) – Myron Frierson

Mr. Frierson reported that there are three items in this exhibit for information purposes only. There is no action required. Information items are brought to the attention of the Commission when there is a single bidder on a project and the project is less than \$500,000. Two were under the engineers' estimate, and the third was 6% over.

Mr. Frierson asked for questions; none were forthcoming.

Contract Adjustments (Exhibit B) – John Friend

Mr. Friend stated that there are four local projects and five department projects. Mr. Friend brought particular attention to Item #2004-56 which was recently added. Wayne County asked for this to be fast-tracked through the system. The project is set up with a reinforced concrete section. At the request of the county, and in cooperation from the contractor, they have asked to move it into a non-reinforced concrete section that is thicker. This matches with the direction that the department is going in terms of its standards.

Mr. Friend asked for questions; none were forthcoming.

Mr. Friend asked the Commission for approval of Exhibit B.

Chairman Wahby entertained a motion for the approval of Exhibit B. Motion was made by Commissioner Brennan and supported by Commissioner Awrey to approve Exhibit B. The motion carried on a unanimous voice vote.

IV. **RESOLUTIONS**

Resolution of the State Transportation Commission Authorizing Notice of Revision of a Project List – Myron Frierson

This resolution adds seven projects to the BM2 (Build Michigan 2) project list as eligible to use the GARVEE Note Proceeds of which MDOT sold \$600 million of these notes. We are approaching the arbitrage deadline of September 27, 2004 to fully expend these proceeds and approximately \$26 million still remain. To ensure that all proceeds are expended by the deadline, MDOT is requesting to add these projects which will have expenditures that could be used to eliminate any remaining proceeds. If the deadline is not met, all arbitrage earnings (i.e., interest earned greater than the interest paid on these proceeds) will have to be rebated to the Internal Revenue Service. These are not new projects. These projects are in the five year plan, but not eligible to use BM2 Note Proceeds.

Mr. Frierson asked for questions; none were forthcoming.

Chairman Wahby entertained a motion to approve the resolution to Authorize Notice of Revision of a Project List. Motion was made by Commissioner Awrey, supported by Commissioner Garside to approve the resolution. Motion carried on a unanimous roll call vote.

Resolution of State Transportation Commission Authorizing the Issuance & Sale of State of Michigan State Trunk Line Fund Refunding Bonds, Series 2004 – Myron Frierson

This resolution designates the Director of the Michigan Department of Transportation as the officer to declare the official intent, on behalf of the Commission and MDOT, to circulate official statements and authorize the sale of the State of Michigan State Trunk Line Fund Refunding Bonds. During the October 2003 meeting, the Commission approved \$460 million of bonding to support the Five Year Capital Road and Bridge Program. Of that \$460 million, \$200 million was for reinstated projects and \$260 million was for the Preserve First program. This resolution allows MDOT to move forward with the first issue of bonds.

Mr. Frierson asked for questions.

Chairman Wahby asked if the changes still go before the Senate and House.

Mr. Frierson responded that when the Commission passed this resolution in the fall, the department notified the Legislature of our intent within the next year to issue bonds.

Commissioner Brennan asked, in terms of the overall debt for MDOT, for an explanation of the parameters and how the department is operating within those parameters.

Mr. Frierson explained that ACT 51 requires a minimum bond coverage ratio of 2-to-1. By Commission policy we have a minimum bond coverage ratio of 3-to-1 requirement. During previous discussions before the Commission, he (Mr. Frierson) mentioned that we would like to stay in a range of 5-to-7 at a minimum. This would keep us above or comparable to other states. Currently we have a ratio of 12-to-1, but that is a misnomer for this particular year due to the influx of revenue due to a one time adjustment for an increase in trailer fees. Based upon the new bond issue, we project our covered ratio to be about 8.9.

Commissioner Brennan asked if this meant we were well below the total debt that MDOT can issue and well within our parameters.

Mr. Frierson answered yes.

Commissioner Brennan then asked, with regard to this bond issue and there being a number of advisors that are chosen to help with the process, if there was an RFP process put together.

Mr. Frierson responded that the department, in terms of a team effort, obtains co-managers, investment bankers, and an RFP to solicit proposals from various investment houses. MDOT selected Loop Capital and Merrill Lynch to be co-senior managers and Comerica Securities, Lehman Brothers and Siebert, Brandford Shank & Company as co-managers. We also have a private financial advisor that has been involved with MDOT for a number of years; our attorneys are Miller Canfield, and Dickinson Wright. We also have a representative the Attorney General and a representative from Treasury involved in our debt management.

No other questions were forthcoming.

Chairman Wahby entertained a motion to approve the resolution to Authorize the Issuance and Sale of State of Michigan State Trunk Line Fund Refunding Bonds, Series 2004. Motion was made by Commissioner Brennan, supported by Commissioner Atkinson to approve the resolution. Motion carried on a unanimous roll call vote.

V. **PRESENTATIONS**

Asset Management Council Report – Carmine Palombo, Chairman

Mr. Palombo welcomed the Commission to the Detroit area, where his day job with SEMCOG is located. Mr. Palombo reported that TAMC has begun their second year of data collection using the PASER process. TAMC has developed a brochure in conjunction with the Michigan Municipal League (MML). The brochure identifies the basic elements in the Asset Management process. What spurred the development of this brochure was the passage of Public Act 9 of 2004, which allows cities and villages the opportunity to move more than 25% of their Act 51 funding from their major street fund to their local streets if each community can show that they have an active asset management program in place. Various communities have contacted the Council asking what entails an Asset Management Program, and what documentation needs to be provided in order to take advantage of the flexibility that Public Act 9 allows.

Mr. Palombo asked for questions; none were forthcoming.

Asset Management Council Fiscal Year 2006 Budget – Carmine Palombo

Mr. Palombo stated that the Council is asking for \$20,000 less than what they asked for in the 2005 budget. There is more data being collected, more training and additional pilot studies being conducted. Mr. Palombo pointed out that this is the first budget that the Council has presented that is based almost entirely on actual costs incurred. Previous budgets were based either on the result of pilot studies, or actual and with estimated costs.

Mr. Palombo asked for questions; none were forthcoming.

Mr. Palombo asked for approval of the TAMC Fiscal Year 2006 budget.

Chairman Wahby entertained a motion. Motion was made by Commissioner Garside and supported by Commissioner Brennan to approve the TAMC Fiscal Year 2006 Budget.

The motion carried on a unanimous voice vote.

Border Crossing Policy Proposal – Director Gloria J. Jeff

Director Jeff presented a draft of the Border Crossing Policy that was discussed during the June 24, 2004 STC workshop. In brief this policy proposes to provide adequate transportation capacity at Michigan's borders; protect our transportation border infrastructure; work to enhance cooperation, coordination, and communication with U.S. and Canadian border inspection and transportation agencies; collaborate more closely with state, local, provincial and private sector partners; work to increase federal funding for border transportation infrastructure capacity and safety improvements; work cooperatively with the other agencies responsible for improvements to border inspection processes; identify border crossing trends and impacts. Director Jeff strongly stated that the department is not asking for approval of the policy at this time, as the draft states. Instead the department is asking the Commission and members of the public to provide us with input by Tuesday, August 10<sup>th</sup>. The department will come to a later meeting and ask for final action by the Commission.

Director Jeff went on to say that the department has looked at the current state transportation plan and noticed that they did not have policy direction in the area of border crossings. The media has been erroneously reporting that this policy is specifically to direct and determine what the border crossing criteria will be for our current Environmental Impact Statement (EIS). Director Jeff stated that **“this is not correct”**. This policy is not intended to establish the criteria by which we will evaluate the current environmental impact alternatives. In order to assure no misunderstanding the Director repeated her statement regarding the non-intent of the policy, and added that this is being handled in a separate initiative in collaboration with our partners in Canada at both Transport Canada (the Federal entity) as well as the Ministry of Transport in Ontario. There will not be a decision or a recommendation requested from the Commission at this month's meeting, or next month's meeting, about international border crossing in terms of what alternatives need to be selected. The draft EIS will be completed in 2007. It will then move on to the final one after a recommended alternative in 2007. This border crossing is to provide us with overall guidance on what we should do in relation to the areas described above.

Chairman Wahby asked if the department would issue any kind of clarification on this due to the confusion it has caused.

The Director stated that MDOT will work with the communications office and the local media to provide the same clarification. Director Jeff reiterated that we are focusing on Michigan and the leadership role with respect to the flow of goods and people across the international borders, the development of new technologies as part of Governor Granholms' tri-quarter technology initiative, and recognizing that Michigan's economy is driven, not only by activities that take place within the state and the United States, but also as the state in which 25% of all the trade takes place between the U.S. and its largest trading partner.

Director Jeff asked for comments or questions regarding the elements that may or may not be included in the draft policy before them; none were forthcoming.

Director Jeff introduced Mr. Greg Johnson who is the Region Engineer for the Metro Region of MDOT.

High Impact Projects, et al. – Greg Johnson, MDOT Metro Region Engineer

Chairman Wahby commented that, as Chairman, he receives a lot of calls and complaints from the metro community. Therefore he commended Mr. Johnson on his tremendous job, exceptional attitude, and public relations commitment whenever he is called upon.

Mr. Johnson welcomed the Commission to the Metro area and introduced members of his team, Tony Kratofil, Deputy Region Engineer; Andy Zeigler, Region Planner; and Paige Williams, Regional Development Engineer.

Mr. Johnson gave a PowerPoint presentation that he entitled “What You Get for Your Money” to give an indication of how dollars are being spent and some of the principal projects. The Metro Region is comprised of five TSC’s (Transportation Service Centers) located in Taylor (all of Wayne County outside the city of Detroit), Macomb (Sterling Heights), Oakland (Waterford Township), Port Huron (St. Clair County), and Detroit (newest location). There are 1,400 miles (4,400 lane miles) of trunk line in the Metro Region, 1,545 bridges, 1000+ busses, 8 public use airports, 6 commercial marine ports, and 3 ferry lines. Metro is the “engine” of the states’ economy. They will be supporting high profile marquee events such as the Ryder Cup (this fall), Major League Baseball All Star Game (2005), Lions Club International Convention, Super Bowl XL [40] (2006), NAACP National Convention, NCAA Regional Finals, NCAA Final Four (2009). Metro Region is a state wide and nation wide leader in innovation for operations and safety.

Mr. Johnson turned the presentation over to Tony Kratofil who welcomed the Commission to Detroit. Mr. Kratofil talked about the major bridge condition issues in the region. Our interstate system, which causes the construction of a lot of bridges, is fairly old in this area. Many of our bridges were constructed between 1950 and the 1970s, and are reaching the end of their service life. There are constant emergency needs (high load hits, tanker fires, etc); serious and critical bridges number 227. Twenty-five percent of our bridges are in poor condition, but the department is making great progress in changing the deterioration rate. Because we are reducing the deterioration rate, the overall system condition is greatly improving. Back in 1998 about 62% of our freeway bridges were in good condition, and based upon the current projections with the Five Year Program, we will be around 80%.

Mr. Johnson continued with the presentation by talking about the key region initiatives: Youth Corps (in partnership with Wayne State University and other entities), Roadside Committee (mowing of the slopes, litter pickup), Non-Motorized Committee, Wayne State University (they are looking to implement an Urban Infrastructure Curriculum).

Major 2004 Transportation Projects include:

Oakland County – I-96 at Beck Road

Oakland County – M-59 at Adams Road

Oakland County – I-75 NB from M-15 to I-475 (sister project is I-75 SB in 2005)

Macomb County – M-53 Romeo Bypass

Macomb County – M-53 at 18 ½ Mile  
Macomb County – M-53 at 22 Mile  
St. Clair County – I-94 over CSX, GTWRR and Griswold  
St. Clair County – M-29 in Marine City  
St. Clair County – Blue Water Transportation Commission  
Wayne County – I-75 from Davison to 8 Mile  
Wayne County – I-96 from Telegraph Road to Southfield Fwy  
Wayne County – I-94 from Beech Daly to Pelham  
Wayne County – I-96 (Jeffries Fwy) at I-94 (Ford Fwy)  
Wayne County – M-10 (Lodge Fwy) at I-94 (Ford Fwy)  
Wayne County – US-12 (Michigan Ave) in Dearborn  
Wayne County – US-12 (Michigan Ave) from Wyoming to Livernois in Detroit  
Wayne County – M-3 (Gratiot Ave) from St. Aubin to I-94 in Detroit  
Wayne County – DDOT

Mr. Johnson turned the presentation over to Mr. Kratofil to talk about the Major 2005 Transportation Projects:

Wayne County – I-94 (Ford Fwy) from Pelham to Wyoming  
Wayne County – I-96 (Jeffries Fwy) from Southfield Fwy (M-39) to Grand River (M-5)  
Wayne County – I-96 (Jeffries Fwy) from Roosevelt to Warren (through the I-94 Interchange)  
Wayne County – Lodge Fwy (M-10/Jefferson Ave) under Washington Street and Cobo Hall  
Wayne County – Gratiot Ave (M-3) from Monroe to St. Aubin  
Oakland County – I-696 at Franklin Road/Telegraph Road  
Wayne County – I-75 Ambassador Bridge Gateway

Mr. Zeigler then talked about the Key Metro Region Studies:

(1 in St. Clair County) Blue Water Bridge Plaza Study – to identify accommodations for customs, toll collection and immigration needs for future traffic at the bridge. Currently it is in the environmental clearance process. Expected completion is April 2005.

(1 in Oakland County) I-75 Planning/Environmental Study – to provide capacity improvements on 18 miles of I-75 in Oakland County with an HOV lane in peak hours and Interchange improvements at 12 Mile, 14 Mile and I-696. Currently they are completing the Final Environmental Impact Statement (FEIS). Expected completion is fall 2004.

(6 in Wayne County) Detroit Intermodal Freight Terminal [DIFT] – to support the economic competitiveness of Southeastern Michigan by improving freight opportunities and efficiencies for business, industry and the military. Currently they are completing the Draft Environmental Impact Statement (DEIS). Expected completion of the DEIS is fall 2004.

I-94 Rehabilitation Study – to provide capacity improvements on 6.7 miles of I-94 in the city of Detroit by adding one lane in each direction with acceleration and deceleration lanes, continuous two lane service drives and redesigned I-75 and M-10 interchanges.

Currently they are completing the FEIS. Expected study completion is fall 2004.

I-75 Ambassador Bridge Gateway Project – to address long-term congestion and provide direct access between the Bridge and the I-75 and I-96 freeways. Currently the design is being conducted (Phases 3 and 4) with phased construction completed on Phases 1 and 2. Expected design being completed with construction scheduled 2005-2007.

M-1/M-102 Environmental Assessment Study – to study potential alternatives to the bridge at this intersection on the Oakland and Wayne County border. They have completed the Environmental Assessment and are preparing supporting documentation and for the next phase of the project-Context Sensitive Design workshops. They are expecting Finding of No Significant Impact (FONSI) from the FHA in August 2004, Context Sensitive Design workshops in fall 2004, design in 2005, and construction in 2006.

I-375 Riverway Project – to improve access to I-375 from the Detroit East Riverfront area to support economic development by providing direct access on and off ramps to the freeways. Environmental clearance has been completed and approved, with the design 85% complete. Expected completion in April 2005; design and construction phases are deferred to a future Five Year Plan.

Detroit River International Crossing Study – to identify the location and the potential environmental impacts of a future border crossing with a study area extending from northeast Detroit (Belle Isle area) to the Wyandotte area. They are currently initiating the environmental clearance process by selecting a consultant to begin the EIS. A consultant is to be selected in fall 2004, DEIS to begin in early 2005 with completion in 2008.

Mr. Johnson, Mr. Kratofil and Mr. Zeigler asked for questions; none were forthcoming.

## VI. **PUBLIC COMMENTS**

Chairman Wahby asked if anyone wanted to address the Commission.

Mr. Patrick Holland, with the Ambassador Bridge, stated that he had a request of the department but wanted to preface it with a few comments. First, he stated that the Ambassador Bridge has made changes in the past few months that have produced a situation where there is no systemic reason for truck backups on the bridge in either direction—that should not happen apart from an accident. Second, they have filed for permits to build the 2<sup>nd</sup> span of the Ambassador Bridge. Third, they are in the midst of aggressive work to deal with critical security problems at the bridge. In light of these comments, Mr. Holland requested to be a part of the border crossing policy development.

Director Jeff asked for clarification. It was her understanding that the Ambassador Bridge did not actually apply for permits, so much as initiate a process that will, at its outcome, produce permits.

Mr. Holland answered that they are in the movement toward the permit process that will lead in that direction.

Director Jeff stated that the meeting scheduled in August is one in which the governmental agencies are participating. MDOT would welcome the Ambassador Bridges' information in advance of that meeting in an opportunity to discuss it and then incorporate it in the meeting. At this moment, because it is a meeting of both the United States and Canada, she cannot speak for the Canadian partners. Director Jeff requested, instead, that Mr. Holland provide the information in advance of the meeting. If MDOT needs further clarification, they will follow up with him.

Mr. Holland responded that they will fulfill her request.

Chairman Wahby asked if there were any other comments from the public; none were forthcoming.

Chairman Wahby asked if any member of the Commission had comments; none were forthcoming.

Chairman Wahby commended Director Jeff and the MDOT staff for the work that they do to take care of our roads.

### **ADJOURNMENT**

There being no further business to come before the Commission, the Chairman declared the meeting adjourned at 11:00 a.m.

The next full meeting of the Michigan State Transportation Commission will be held in Lansing, Michigan, on August 26, 2004, commencing at the hour of 9:00 a.m.

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Frank E. Kelley  
Commission Advisor